





## Intimations.

## KELLY &amp; WALSH LTD.

## JUST RECEIVED.

IMPERIAL PURE LINEN  
NOTE PAPER AND ENVELOPES.  
IMPERIAL PURE LINEN

is a high class linen paper of excellent finish and has been specially made by one of the largest British paper manufacturers.

Made in all the regulation sizes and boxed in 5 quires, or in smaller quantities with envelopes to match.

Hongkong, 15th July, 1901.

[6000]

## ESSETS FLUID

VERSUS

## PLAGUE.

What pure Carbolic Acid can do in

three hours ESSETS FLUID does in nine minutes.

The microbe or bacillus of bubonic plague grows readily in artificial media and is destroyed by Essets Fluid.

Essets Fluid is superior in every way to pure Carbolic Acid.

Sole Agents:

WATKINS,  
LIMITED.

QUEEN'S ROAD.

Hongkong, 6th July, 1901.

[7140]

Today's  
Advertisements.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVILLA," "INDRAPURA," and "KNIGHT COMPANION."

HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KORE, and YOKOHAMA.

THE Steamship "KNIGHT COMPANION" will be despatched for PORTLAND (OR.) on or about the 18th August, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information, communicate with or apply to ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO. Hongkong, 19th July, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HUGO AND YOKOHAMA.

THE Imperial German Mail Steamship "KONIG ALBERT" of the NORDEUTSCHER LLOYD.

Captain C. Polack, due here with the outward German Mail about MONDAY, the 22nd instant, will leave for the above places about 24 hours after arrival.

NORDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents. Hongkong, 19th July, 1901.

"SHIRE" LINE.

FOR KOBE AND YOKOHAMA.

THE Steamship "GLAMORGANSHIRE" Captain Davies, will be despatched for the above Port, on THURSDAY, the 25th instant, at 3 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents. Hongkong, 19th July, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE TO VICTORIA (B.C.) AND SEATTLE.

Calling also at TACOMA, and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship "YANGTSE" Tons 6,457. Commander H. L. Allen, is due here on 6th August, and will have quick despatch.

For Rates of Freight and further Particulars apply to JARDINE, MATHESON & Co., Agents. Hongkong, 19th July, 1901.

Today's  
Advertisements.HONGKONG RIFLE ASSOCIATION.  
SHORT RANGE CUP AND SPOONS.

THERE will be a COMPETITION as above TO-MORROW, the 20th instant, commencing at 2.45 P.M. RANGES, 200, 300 and 600 yards. Seven Shots and a Sighter at each Range. ALEX. MACKENZIE, Hon. Secretary. Hongkong, 19th July, 1901.

## Intimation.

A. S. WATSON & Co.,  
LIMITED.

## WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS.

	Per Case	Per Bottle
ST. ESTEPHE	8.98	\$ 7.56
ST. JULIEN	9.00	9.00
LA ROSE	12.96	13.92
CHATEAU HAUT BRION	18.60	19.20
LARIVET	21.00	22.20
CHATEAU MOUTON D'ARMAILHAC	21.00	22.20
CHATEAU PONTET CARNET	25.00	—
CHATEAU LA TOUR CARNET	30.00	—
CHATEAU RAUZAN	42.00	—
CHATEAU LAFITE	48.00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET,  
CHATEAU RAUZAN AND  
CHATEAU LAFITE

are commended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO. LIMITED.  
THE HONGKONG DISPENSARY.

## The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 19, 1901.

## REUTER'S TELEGRAMS.

LORD ROSEBURY AND THE  
LIBERALS.

LONDON, July 17th. Replying to a request of the City Liberal Club for a pronouncement, Lord Rosebury writes that he will never voluntarily re-enter politics. He believes that the Liberal attitude of neutrality in regard to the war in South Africa, to which the whole empire rallied, spells Liberal impotence.

## BRITISH SOUTH AFRICA.

July 18th. The Casualty List shows seven men of the Connaught Rangers killed, three Lieutenants and seventeen men wounded, near Aliwal North, on the 14th instant.

## WEATHER REPORT.

The Observatory report says:—On the 19th at 12.10 p.m. barometric changes are slight. Pressure remains high over the N. part of the China Sea, and gradients continue slight with moderate S. monsoon on the China coast. Forecast:—Moderate S. winds; showery.

## LOCAL AND GENERAL.

INWARD Parcels by s.s. *Cornamandel* are now ready for delivery.

MR. A. LEE AHLO, a member of the Chinese Reform Party, who has been at Trinity Hall, Cambridge, has taken his B. A. degree, and is about to return to Honolulu.

It is stated that Dr. Conan Doyle is to revive Sherlock Holmes in a novel in the September Strand Magazine. No reference is made to Sherlock Holmes' death, it being simply assumed that one of his earlier experiences is being described.

A Dr. Wohlgenuth of Berlin has publicly exhibited a new invention, by which patients will be enabled, to inhale chloroform without danger, maintaining their usual appearance, and keeping free from the disagreeable effects hitherto felt after chloroform. The inhalation is effected with oxygen.

WE learn, says the *Mercury* of the 13th inst., that the steamer *Tungting* is ashore in a paddy field beyond Hankow, six miles below Yochow. The *Tungting* has tried to pull her off but without success. The *Tungting* is one of the China Navigation Co.'s steamers running between Hankow and Ichang.

In these days of cheap literature, when the masterpieces of English writers can be had for 4d., it is interesting to note that just 1,000 years ago the Countess of Anjou gave 200 sheep, one load of wheat, one load of rye, and one load of millet, for a volume of sermons written by a German monk.

THE F. M. S. Education Report for 1900, notes the growing popularity of football and other European sports in Malay schools, especially in the out districts. Certain kinds of discipline, physical endurance, and esprit de corps, can without doubt be more healthily developed in the playing field than within the four walls of a school.

HIS Majesty has finally approved the Royal cipher to be worn on badges, buttons, and other devices throughout the Army. The cipher consists of "E" and "R" impaled, with "VII" inserted in the lower loop of the "E," the whole surmounted by a crown; and the design has been made plain, without foliage, at his Majesty's express wish.

A WHITE man sued a black man in America and while the trial was proceeding the litigants came to an amicable settlement. The counsel for the plaintiff announced this circumstance to the Court. "The agreement must be in writing," said the judge. "We have it here in black and white," replied the counsel, pointing to the parties; "what more is necessary?"

EXTRAORDINARY Skin-Grafting.—Thirty square inches of his skin, to be cut in sixty pieces from his limbs, are being given by a New York man to save the life of his fiancée, who recently received severe burns which rendered skin-grafting necessary. When married, the self-sacrificing man will not only be able to say, "Flesh of my flesh," etc., but also, "Skin of my skin."

THE *Japan Daily Advertiser* of the 6th inst. says:—A gentleman, a resident of Shanghai who arrived in Yokohama by the *Empress of India* on July 4th, was robbed at the Yokohama Station yesterday morning while about to take a train for Nikko. The thief, or thieves, made a good haul, consisting of a letter of credit for yen 2,000, yen 200 in cash, and a ticket via the Canadian Pacific Line to Vancouver.

Two farmers were conversing on the value of each other's beasts at a show. "What made you call your cow Emma?" asked one. "Her full name should rightly be *dit-emma*," replied the other. "You see I found myself on 'er 'orns the first morning I bought 'er." The name will compare with that of Mr. Jorrocks' hunters, which he used to drive tandem. The leader was called *Nerxes*, the wheeler *Arter-Nerxes*.

"WHAT do they mean by a Jumper's Flat Race, dear?" she said, turning over the leaves of his race book while he was looking for his cigarette case. "Oh," he answered, "those are races for which the owners of real jumpers are not such flats as to enter; and they are generally contested by other horses whose owners are not such flats as to let them jump. That accounts for the name I dare say!" It was a bit satirical but not so very far wide of the mark after all.—*I. P. Gazette*.

A HOME paper of the 14th ult. says:—Sir David Barbour, in his report on the financial potentialities of the Transvaal and Orange River Colonies, expresses the opinion that very considerable contributions to the expenses of the war may justly be expected to accrue from the Transvaal, but the Orange River Colony may be regarded as "a negligible quantity." He advocates a 10 per cent. tax on the profits of Rand mining companies, and practically "free trade" for the Transvaal.

THE last home papers to hand contain the following curious item of news:—While riding a bicycle along Forest-road, a girl of about seventeen was observed to dismount and stand in a dazed condition. A gentleman spoke to her, but she was unable to tell anything about herself. She had forgotten her name, her residence, in fact, everything concerning herself. The police could make nothing of her case, and she was taken to the hospital. She is of fair complexion, was wearing a black costume and white sailor hat, and riding a "Tower Bridge" bicycle.

A CORRESPONDENT of an Indian paper who was at Jamnaderipattal, a village 50 miles from Vizagapatnam, on the 8th June, thus describes the locust invasion:—"Whichever way we looked, for miles away, there could be seen nothing but swarms—millions and billions—of locusts; while above us to the height of more than a furlong, these same creatures were winging their noisy way to the great distress of a few pigeons and crows, which had to flutter exceedingly in order to find two or three inches of room for escaping from these flying insects."

Fortunately, they dared not hurt men, and we could easily make our passage through their very midst. On Monday following, I went to the foot of the Ghats and all the way found traces of them. I was surprised to see huge branches of even tamarind trees hang dejectedly by the side of their trunks, broken by the tremendous weight of the locusts which had made a night's stay on these trees."

ALL the top hamper necessary to be removed from the *Canton Dragger* has been sent to the Docks and the pumps are being re-rigged. Barring accidents an attempt to raise her should be made next Monday.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery copies.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.:

PROGRAMME.  
1. Overture..... "Der Freischütz"..... Weber.  
2. Schottische..... "Tales of the Water"..... Wagner.  
3. Waltz..... "Sultaneiser"..... Gungl.  
4. Song..... "Sunshine and Rain"..... Hummel.  
5. Selection..... "The Merry Widow"..... Strauss.  
6. Polka..... "The Blue Sea"..... Brewer.  
"God save the King."

BARON Kanda of Tokyo, who has been sent to Britain to inquire into the teaching of English in Japan, was asked by a *Daily Mail* representative what his impressions of England were, to which the Baron replied that the longer he stayed here the less he seemed to know of the place. He was particularly charmed with Oxford, the like of which he had never seen in America or on the Continent.

WHILE riding in the Field Artillery Camp at Ewshott, Hampshire, on 15th June Sir Evelyn Wood met with a very unpleasant accident. As the general was approaching a trough to water his horse the animal stumbled, throwing his rider forward. Sir Evelyn succeeded in pulling the horse up, but it threw back his head, catching the general a severe blow on the head, and injuring his nose and face.

A HOME paper states that the Honorary Degree of Doctor of Law has been conferred upon Miss Weston, of the Royal Sailors' Rest by the University of Glasgow, in celebration of their 450th anniversary, in token of their warm appreciation of the great work carried on by herself and her coadjutors in the British Navy. It is not only the British Navy, however, that has reason to warmly acknowledge Miss Weston's services. She has been the friend of many a Japanese crew which has come to this country to navigate new vessels for the Japanese navy to Japan.

It is disgraceful to have to record the fact, says the *Pall Mall Gazette*, that it has been found necessary in the interests of common decency, to close the Alexandra Park at eight o'clock on weekdays, and an hour earlier on Sundays, because of the gross misbehaviour of a certain class of visitors. Alexandra Park has always had a bad reputation for rowdiness, as they know to their cost who have ever attended the race-meetings there held. But that the grounds should be rendered impossible for respectable visitors after dark is nothing less than a stain upon the scutcheon of the civilization of the greatest city in the world. Decidedly all is not perfect in "this beautiful isle," as Charles Dickens called his country and ours; and there are some things as to which we might even take a lesson from the inhabitants of, as Mr. Podsnap would say, "such other countries as there may happen to be."

WE have not heard the last of Mr. Morgan's famous Gainsborough yet. According to the *Pall Mall Gazette*, the *Western Morning News* is responsible for the story of another "Gainsborough," which, if true, would tend to show that Mr. Pierpont Morgan has paid a dear £30,000. So there is likely to be quite an artistic shindy between the owners of the rival pictures. The picture is in the gallery of Messrs. Graves of Pall Mall. The story is at least circumstantial, but whether it can be proved is quite another matter. In a declaration by John Foster, now dead, of Sydney, New South Wales, it is stated that he received the picture from his father, who had it as a keepsake from Lady Elizabeth Foster, afterwards Duchess of Devonshire. Who shall decide on the merits of the two pictures? It is not impossible that both are by the same hand. Mr. Foster declares that Gainsborough made a replica of the portrait, which Lady Elizabeth Foster gave to his father. The insinuation is that Mr. Pierpont Morgan is the owner of the replica. We shall see what we shall see. This is an expert's riddle in more ways than one.

## LEGAL INTELLIGENCE.

## SUPREME COURT.

## CRIMINAL SESSIONS.

(Before His Lordship A. G. WISE.)

July 19th.

On the sitting of the Court this morning, His Lordship the Hon. A. G. Wise notified the attending jurymen that the case in hand had been unavoidably postponed owing to the illness of Mr. Francis, and they were required to be in attendance at 10 a.m. next Wednesday. The Court then adjourned.

## AT THE MAGISTRACY.

From the proceedings that took place at the Police Court this morning the members of the "force" evidently drew a blank yesterday. Most of the native population yesterday were evidently causing an obstruction and the remainder hawking vegetables, without a licence, interesting to themselves no doubt but not of general interest. One thing came, quite fresh, and that was the way Crown Sergeant Langley conducted his case against the Lukon No. 204. The charge was stealing a pipe, or rather substituting an inferior pipe for one of greater value that had been confiscated in an opium case.

There were many points of difficulty in the case and Mr. Hazeland, taking all things into consideration discharged the defendant and suggested another charge should be laid. In less able hands the Lukon would have got off scot free but p. s. No. 2 had all the facts at his finger ends. The fresh charge was misconduct as a constable and was stigmatised as most reprehensible by His Worship, and he was fined \$15 or one month's hard labour.

## THE PLAGUE.

Number of cases reported up till noon of the 18th July, 1901	(Chinese) 4,487 (Other Asiatics) 51 (Europeans) 28
Number of cases reported during the past 24 hours	(Chinese) 1 (Other Asiatics) 0 (Europeans) 0
Total number of cases reported to date	1,567
Number of deaths reported up till noon of the 18th July, 1901	(Chinese) 1,450 (Other Asiatics) 34 (Europeans) 9
Number of deaths reported during the past 24 hours	(Chinese) 1 (Other Asiatics) 0 (Europeans) 0
Total number of deaths recorded to date	1,494

Since noon on Saturday last the cases and deaths are:—

Cases Chinese	8
" Other Asiatics	0
" European	0
Total	8

Deaths Chinese	11
" Other Asiatics	0
" European	0
Total	11

The plague returns for last week were:—  
Cases ..... 26  
Deaths ..... 21

## THE YANGTSE FLOODS.

*Sport and Gossip* of the 14th inst. says:—A pitiable sight is all the country below Hankow down to Chinkiang. The inundation is simply disastrous. The river has not only overflowed its banks but presents the appearance of a vast lake extending from mountains to hills on either side. Under the circumstances navigation is not only difficult, but the pilot's "lot is not a happy one," for it is precious hard to discriminate between the river and flooded plains. The crops are utterly destroyed, hundreds of farmsteads hopelessly ruined and many lives lost. Numbers of dead buffalo and pig were floating down river. Here and there on patches of grass just above the water were three or four deer wondering what they were going to do next, until the screech of the syren caused them to plunge with fright into the water and swim to another knoll. They were evidently in search of fodder. Their antics were very pretty and it was a sight to be remembered.

## THE TAIYUANFU EXPEDITION.

## AFFAIRS IN CHINA.

The general condition of affairs in S.W. China is that everything is uncertain and unsettled. Things have not become normal since the displacements attendant upon the marches of the French and German troops. Then the crops, though good so far, are threatened with drought. Unless there be an abundance of rain very soon the autumn harvest will not mature. The French have withdrawn from Huailu and Chentingfu. Their furthest outpost station at Hsienloshien. The railway is expected to be open as far as Chentingfu by the middle of September. Meanwhile the builders have bridged the Sha River and are pushing on to the Prefecture City. The present terminus for trains is Tingchow. The whole line from Peking has only been temporarily repaired. The sidings, platforms, stations, etc., have all to be built. But the French seem determined to energetically complete the system right on to Hankow, though rumour has it that funds are not forthcoming.

## GENERAL BAILLOU.

is going to make a short trip to the Wu-tai-shan in Shansi. He will start about the middle of July, and make the journey in a private capacity but with the full cognisance of the Chinese officials, who will receive him en route. A Buddhist from the Lungshingze in Chentingfu will pioneer the party. It is to be hoped the distinguished General will have a safe trip and feel much invigorated by the ozone of the famous mountain.—*N. C. Daily News Cor.*

## FRENCH INDO-CHINA NEWS.

(Straits Times.)

## ENCOUNTER WITH A BUFFALO.

The danger of allowing buffaloes to roam at large in the streets has just been strikingly illustrated at Saigon. Mlle. Assy, a telephone girl, was about to leave the house in which she resided in order to attend office, when she heard a dog furiously barking in the compound. On going out to ascertain the cause, she came face to face with a savage buffalo which was enraged by the barking of the dog. The buffalo reared up at once and with its horns, and she died at once on the spot. The buffalo then mauled the corpse with its horns, and trampled upon it. Mlle. Assy had uttered only one cry, which brought her mother to the scene. The latter saw the buffalo escaping through a fence. The mother had only strength enough to drag her daughter's body a few paces, when she fainted. The police, on reaching the spot, set out in pursuit of the buffalo. It took two rifle bullets and five revolver balls to kill the brute. The buffalo had both horns very sharp, and had a string passing through the nostrils. This terrible event called attention to the lack of rules to prevent the roaming about of buffaloes at will in the streets of the city, though attacks by them on passers-by are not uncommon. The ownership of the buffalo was traced to a native, who has been arrested on the charge of causing death. The buffalo was buried. At night it was dug up by thieves who skinned the corpse and carried off the horns. To lessen the danger from these brutes, it has been suggested that the Government should pass a law making it compulsory to saw off buffaloes' horns. Others advise leaving the horns alone, provided that they be rendered harmless by fastening a wooden bar across them.

## QUARANTINE.

The German steamer *Pronto* got into trouble the other day at Saigon. She had sailed from Hongkong and had called at Swatow. To avoid the long quarantine laid at Saigon, on arrivals from plague-stricken Hongkong, it was given out that she came from Swatow only. On discovery of the misrepresentation, the *Pronto* was ordered off to Cape St. James to undergo quarantine for twelve days, the full term. The Austrian man-of-war *Donau* had also to go through quarantine at Nha-be, a coast port. There she laid in supplies rather than come to Saigon to take in stocks and thus meet with further delay. Trade at Saigon is hampered by quarantine measures, which are very often ridiculous and which considerably mar business transactions. Since quarantine has been enforced, shipping business at Saigon has fallen off one-half.

## REBELLION.

In Lower Laos a rebellion has broken out against the French authorities, arising from the laying on of fresh taxation. The rebels mainly object to the poll-tax.

## THE MESSAGERIES MARITIMES.

The report for 1900 presented to the annual meeting refers to the two losses the Board has recently sustained by deaths, first of the chairman, M. Lefevre-Pontalis, who had been a member since 1884, and president since 1895; and of M. Henry Bergasse. M. Lefevre-Pontalis has been succeeded in the presidency of M. Charles Tranchane, vice-president, and M. Lecat, general manager, occupies the vacant seat of M. Bergasse as director.

The fleet on Dec. 31 last comprised 62 vessels of 246,277 tons and 207,550 horse-power, an increase of 3,397 tons and 4,800 horse-power on the year. The new steamer on the stocks at La Ciotat, intended for the Indo-China Commercial Line, is the only one the company has building. The year 1900 was one of exceptional activity. With the same number of boats the distance travelled was 1,014,464 sea leagues. The balance-sheet shows receipts from all sources amounting to f. 7,216,200, including a sum of f. 44,490 brought over from 1899. The expenses, including amortisation, amounted to f. 6,758,199, leaving a gross balance of f. 458,010, from which has to be deducted f. 1,872,373 for interest and redemption of debentures, reducing the net balance to f. 2,737,567. The dividend of f. 220.50 per share of f. 1,500, the same as paid for 1899, takes f. 2,200,000, leaving a balance of f. 537,567 to carry forward. A comparison of the receipts in the last two years shows a gain of f. 6,252,932 in 1900, but the additional 56,596 leagues run entailed a corresponding increase in the expenditure. The net profits would have shown a notable augmentation but for the rise in coal and, particularly coal freights. The company restricted the use of English coal and employed a greater proportion of Asiatic, the quality of which is unfortunately inferior, but the cost of which is relatively moderate. The company burnt in 1900 165,000 tons of Asiatic coal. It may be noted that from 1895 to 1900 the outlay for coal increased f. 18,000,000.

The report remarks that the company has now been working for 50 years, having commenced the execution of mail services in September, 1851, when it ran to Constantinople, and was undertaken by 13 wooden paddle-wheel steamers, built in 1836 and 1841, and purchased from the State, and three iron paddle-wheel steamers bought from the Rostand Company, which had attempted a service of free lines in the Mediterranean. The total tonnage of the fleet of 1851 was 13,260 tons of 2,980 horse-power. The distance then run was 105,216 sea leagues, corresponding to an average of 6,376 leagues per steamer. During the year 1900, with the present fleet, the average per steamer was 16,561 leagues. The average speed in 1851 was eight knots; it is now from 14 to 15 knots on the principal lines. The increase of 56,596 leagues in the distance run in 1900 compared with 1899 was due to supplementary voyages during the exhibition and to voyages to China with troops and war material. These last represented a distance of 49,522 leagues.

## JAPANESE FINANCES.

A correspondent writes to the *Financial News* on the above subject. The country he intimates possesses a raging Japanese war party held in check by a cool-headed Administration. He concludes by stating:—

The inferences to be drawn from the rather perplexing conditions now prevailing in the Far East are, firstly, that no guarantee exists that the peace of the world may not be broken again, at short notice, should Russia persist in her policy of aggression in North China and Korea; for Japan is fully alive to the trend of Muscovite policy, but that, secondly, however severely the economic strain may be felt at Tokyo, there is a steady resolve on the part of the Government not to be betrayed into the adoption of a system of financial jugglery which would, in the end, recoil upon its members, and prejudice to a serious extent the future of the Empire. To beware the entrance to a quarrel, but, being in, to bear themselves in a way that the opponent may, in his turn, beware, is apparently the maxim of the Mikado's Ministers, and no one will be disposed to find fault with them for cutting down unproductive expenditure, in a time of real anxiety, the better to be able to take their own part in a struggle for commercial and industrial supremacy, and in the actual hostilities which may be forced upon them by the ardour with which that struggle must needs be prosecuted. They have, they say, and they seem to be gifted with clear perception, the wisest course to pursue towards its attainment.

A SWORD OF HONOUR FOR  
LORD ROBERTS.

The sword of honour to be presented to Lord Roberts by the Borough of Portsmouth is a splendid and striking weapon, jewelled, enamelled, and made of 18-carat gold. The grip is of gold and ivory, the hilt and scabbard are of gold and ivory, the hilt and scabbard are of gold and ivory, the hilt and scabbard are of gold and ivory. There are many such emblems about the sword, and in general it may be said that the decoration has aimed at getting in every symbolic reference that could possibly apply to Lord Roberts, and most prominently those connected with the campaign in South Africa. The guard is of solid 18-carat gold with lions couchant at either point, and ornamented with the monogram of Lord Roberts—diamonds, rubies, and sapphires; and the reverse with his lordship's arms in gold and enamel. The guard, and also the gold scabbard, is enriched with a series of decorative jewels—diamonds, rubies, sapphires, and emeralds. The scabbard, which is of beaten 18-carat gold, is beautifully embellished in bold relief, symbolic and emblematic, with the following symbolic ornaments: The Star of the Order of the Garter; the Star of the Order of St. Patrick; the Victoria Cross; view of Pretoria in enamel, grenades representing Lord Roberts' regiment, the Royal Artillery; figure of Right overcoming Wrong and Injustice, and floral emblems; rose, shamrock, and thistle; view of surrender of General Cronje in enamel. On reverse side of scabbard: The arms of Portsmouth; the Order of the Star of India; the Star of the Order of the Bath; view of Portsmouth Town Hall; Star of the Order of Indian Empire and Order of Black Eagle; view of Lord Roberts discovered teaching a little child; the Red Cross emblem; emblematic of humanity in embossed gold; view of Portsmouth Harbour in enamel. All the above emblems are surrounded and entwined with floral emblems, scrolls, &c. The blade is of the finest English steel, hand-forged and elaborately etched with scroll work, and inscribed with all the engagements in which Lord Roberts has taken part, his crest monogram, &c. The inscription, which is richly etched on the steel, is as follows: "Presented by the Inhabitants of Portsmouth to the Right Honourable Frederick Sleight, Earl Roberts of Kandahar, Pretoria, and Waterford, Viscount St. Pierre, K.G., K.P., P.C., G.C.B., G.C.S.I., G.C.M.G., V.C., Knight of the Black Eagle, and Field-Marshal and Commander-in-Chief of His Majesty's Forces, in recognition of his brilliant services in South Africa, 1900."—*Public Opinion*.



## NAVAL NEWS.

## The "Cressy."

The delay of the cruiser *Cressy* at Portsmouth owing to a breakdown in her steering gear has led to a curious experiment being made with non-inflammable wood. The *Cressy* is the first of our warships fitted with this material to hoist the pennant. She was commissioned on May 28th, and short of her stay on the ship has been, the *Cressy's* officers find that the chemicals in the non-inflammable wood work injury to their inlets, especially the gold lace and more expensive parts. The cabin furniture is of the same wood, and clothing placed in the drawers receives injury. By way of investigating the truth of the complaint, the authorities have procured two chests of drawers, one made of non-inflammable wood, the other of ordinary timber. These have been filled with new clothing, locked and placed in a room in the Admiral Superintendent's office in the dockyard. The Lords of the Admiralty will be shown them, but beyond that the drawers and their contents will stay in the offices for a certain length of time when they are to be opened, and a careful examination made of their contents.

## The Accident to the "Cressy."

The *Cressy*, which badly broke down on the eye of her commissioning trials, still lies at Spithead, and there is no immediate prospect of her going into harbour. The fact is, says the *Naval and Military Record*, that when her steering gear collapsed her rudder jammed, and therefore she cannot proceed under her own steam, nor can she very well be towed with an ungovernable rudder. No decision has yet been made with regard to her turning over to the *Abolition*, and it is certain that this course will not be adopted if it can be avoided. But the more closely the breakdown is examined the more difficult does the repair become, owing to the structural obstructions that block the centre of the collapse. When the accident occurred it was estimated that six weeks would be occupied with the repairs. Now officers and men are speculating on the possibility of leaving by the end of September, while word has been passed round that large drafts will be required for the man-of-war. The gravity of the breakdown has led to the hurrying forward of the *Albion*, which nominally relieves the *Cressy*, but which will actually relieve the *Cressy*—provided, of course, she has come to the end of the tether of her bad luck—and when the fates ordain the *Cressy* will take the place of the *Barfleur*.

## The "Hermione."

As a contribution to the present controversy regard boilers it is worth while to record a recent performance of the second-class cruiser *Hermione*, fitted with cylindrical boilers. The story is told by a correspondent of the *Naval and Military Record* that the *Hermione* was at Hongkong when at ten o'clock at night, the order was received to have steam on for full speed by six o'clock the following morning. Two of the boilers were empty and open to the sea, but were in use for auxiliary purposes; five of the boilers were completely full of water, no fires were laid; the main condensers were empty; and important portions of the gear were in the dockyard for repair. By a quarter-past ten the full steaming watch for eight boilers had mustered below. The missing gear was fetched from the dockyard in a half-finished condition, and fitted in the best way possible under the circumstances. Everything needed was carried out as quickly as it could be. By midnight the centre fires were lighted in all boilers. At a quarter-past five the engines were moved with steam from all eight boilers. Thirty-five minutes later the eight engines were under way. By seven o'clock she was making about 16 knots, and she covered 48 miles in twenty-five hours, making an average of over eight knots for the greater part of the journey, though at times she exceeded this by a knot. Surely this is a tribute to the smartness of the crew, if nothing is said for the boiler.

## Appointments.

The following appointments have been made at the Admiralty:—Commander R. Nugent, to the *Pembroke*, to date June 20, and to the *Albion*, on commissioning, to date June 25, and to the *Barfleur* (N.), undated. Lieutenants: V. B. Mollenau (1st and 2nd), A. De K. L. May (T.), J. Man, W. B. Drury, H. J. Tweedie, and H. L. Boyle, to the *Albion*, to date June 25; E. B. Kiddle, to the *Albion* (N.), undated. Midshipmen: W. H. Garrett, W. S. Harcourt, R. W. W. North, E. J. F. Tisdall, W. U. H. Parry-Okeford, the Hon. E. R. Drummond, N. St. J. Nicholl-Carne, T. G. Carter, C. W. Craven, and R. Crosbie-Hill, to the *Albion*, to date June 25; S. Hopkins, R. P. Wilson, and R. H. Ramsay, to the *Albion*, undated. Pay Engineer: H. J. Rampling, to the *Albion*, to date June 25. Engineers: A. E. Drought and A. G. V. Suter, to the *Albion*, to date June 25. Assistant Engineers: C. Wain, J. K. Kiwin, T. E. Hughes, and A. E. Rayner, to the *Albion*, to date June 25. Captain W. W. Hewett, to the *Albion*, to date June 25. Commanders: H. W. James, to the *Albion*, to date June 25; W. Carey, to the *Albion*, in command, to date June 27. Naval Instructor G. V. Vayment, B.A., to the *Cressy*, to date June 27.

## SUN YAT SEN.

Mr. Lynch writes of this would-be Chinese reformer to the *Daily News*. It will be remembered he reappeared in Canton last September as the organiser of rebellion. It did not succeed, for this followers ran short of supplies, but not before they had "in twenty days won six battles and taken possession of five towns." When Mr. Lynch saw him, Sun Yat Sen was once more absorbed in his studies—this time, in Yokohama. He is there devoting himself to the problem of how "to Japanese China." The man who solves that problem, and carries it out will profoundly alter the destinies of the Far East, and perhaps even of the world. When once the work begins, it will be over, "the Chinese are much more clever than the Japanese, and belong to a higher order of intelligence. He is convinced that there is no chance of doing this otherwise than by doing away with the present dynasty, and depositing the present Emperor, although he quite admitted the desire for reformation which had been manifested by the Emperor some time before, yet he believed that he was too much handicapped, too powerless, surrounded as he was by conservative influence ever to accomplish anything. Even should the powerful influence of the Dowager-Empress be withdrawn, in whose presence is focused and concentrated the very convergence of conservative influence, he feared that it would be of no avail. When an Imperial despot turns reformer, he is apt to go too far. And this was the fault, committed by the young Emperor, according to Sun Yat Sen. Nothing but a republic on the most democratic basis will satisfy them. So in "Japanese China," he proposes also to Americanise China, he predicts that Sun Yat Sen will pursue many exciting "studies," and learn a good deal more than he yet knows before he becomes President of the United States of China.

## THE FAR EAST IN PARLIAMENT.

## The German Garrison in Shanghai.

Mr. J. O'Kelly asked the Under-Secretary of State for Foreign Affairs whether the occupation of Shanghai by German troops was in accordance with the terms of the Anglo-German Agreement; and, if not, whether His Majesty's Government would invite the German Government to withdraw at an early date all German troops from the British sphere of influence in China.

Viscount Cranborne: The Anglo-German Agreement is directed to securing freedom of trade to all nations in the rivers and littoral of China, and to maintaining the territorial integrity of China, and has no relation to the subject of the hon. member's question.

Mr. W. Redmond: May I ask whether it is not a fact that the Anglo-German Agreement has had the effect of elbowing England out of China? (Nationalist cheers.)

No reply was returned.

Mr. Lloyd-George asked the Under-Secretary for Foreign Affairs whether any communications had passed between the British Foreign Office and the German Government as to the decision of the latter to leave a German garrison at Shanghai.

Viscount Cranborne: No, Sir.

British Garrison in China.

Mr. H. Roberts asked the Under-Secretary for Foreign Affairs whether he would state what troops would constitute the permanent British garrison in China, in addition to the troops at Peking, and at what points they would be stationed.

Lord G. Hamilton, who replied, said: I am not in a position now to state exactly what troops will be left, or the composition of the forces to be left at certain specific points; but the permanent garrison will only form a comparatively small percentage of those who constituted the Expeditionary Force.

The Chinese Indemnity.

Sir M. Stewart asked the Under-Secretary for Foreign Affairs whether Great Britain had formally informed the Powers she would not consent to China increasing the duty on opium and rice to pay the indemnity.

Viscount Cranborne: We have stated that the imposition of any tax on rice or cereals now free would be very impolitic, and as far as we are aware this view is shared by the other Powers. It is not proposed to make any change as regards the duty on opium.

The Anglo-German Agreement.

Mr. Hemphill, for Mr. J. Walton, asked the Under-Secretary for Foreign Affairs whether, under the Anglo-German Agreement, Germany was acknowledged by His Majesty's Government to be entitled to the same rights and privileges in the Yangtze region as Great Britain, except as regards railway enterprises.

Viscount Cranborne: By the Anglo-German Agreement it is agreed that the ports on the rivers and littoral of China shall remain free and open to trade, and to every other legitimate form of economic activity for the nationals of all countries, wherever the signatory Governments can exercise influence.

The Chinese Indemnity.

Mr. Dillon asked the Under-Secretary for Foreign Affairs whether any agreement had yet been arrived at by the Allied Powers as to the amount of the indemnity which China was to be compelled to pay; as to the method by which the indemnity was to be raised and paid; and as to the machinery by which the payment of the instalments of the indemnity was to be secured.

Viscount Cranborne: In a Note addressed by the representatives of the Powers at Peking to the Chinese Plenipotentiaries the total indemnity payable by China has been fixed at £150,000,000, but the other matters referred to in the question are still under discussion.

Mr. Dillon: I should like to ask whether the Note has been signed by all the representatives of the Powers.

Viscount Cranborne: Yes, I think so—L. & C. Express.

THE PEKIN SYNDICATE.

The report of the Pekin Syndicate from the incorporation at March 17, 1897, to Dec. 31 last, states that by the Board's circular, dated July 27, 1900, shareholders were informed that the Syndicate's engineers and staff sent to North China shortly before the outbreak in China last year had retired from the district. Since that time it has been found impossible to re-commence active operations, nor is it possible, even now, to fix any date for their resumption; but Mr. Jamieson, one of the directors, remains in China in the Syndicate's interests in order to attend events, and he will advise the Board when, in his opinion, it will be safe to again send the engineers into the interior. Meanwhile, the Board's endeavours are directed towards economising running expenses as far as practicable. The Syndicate's claim for compensation in connection with the losses sustained through the outbreak in China is now being examined by the competent authorities at Peking. The accounts show that the Syndicate possesses over £164,000 in cash in China and England, and the investments at cost amount to £112,000.

A MISSING SHIP.

The case of the missing ship *Aladdin*, now uninsured in the overdue market, is a very curious one. She was sent to Sydney, N.S.W., in October last, and when ready for sea, cable instructions were sent to the master that he must not go through Torres Straits, but by some misunderstanding these instructions were taken in the reverse sense, and the captain against his judgment adopted the Torres Straits route. The proper course, South of Australia, would probably have given him a passage of 50 to 60 days. The vessel sailed from Java on 6th November, and on 7th January reported herself at Goode Island signal station, the western entrance of Torres Straits, since which date no tidings have been heard of her. (The task before the ship after passing Goode Island was a very difficult one, seldom, if ever, attempted by a sailing vessel; for in these waters there is practically a light easterly wind, with intervals of calm, all the year round, and except in the steamship trade, she would be in a sea full of coral reefs and islands very imperfectly charted. Some experienced shipmasters express the opinion that once in these seas, she might never be able to get out till found and towed into a navigable position again. The impression was strongly held that she must return and sail round Australia, but now that 160 days have elapsed, ample time has been allowed for her to do this. On the other hand if she had been lost, on any reef there should have been little difficulty and no great danger in the crew reaching some place of safety in their boats. The chances of her safety are doubtless now very remote, but there are still to be found those who believe that she will turn up somewhere.)

## A COUNTERFEITING PLANT IN JAIL.

The local police of Philadelphia are considerably stirred up over the discovery that Arthur Taylor, the counterfeiter, had succeeded in setting up a counterfeiting plant in the Moyamensing prison, and had even gone so far as to turn out 150 twenty-dollar bills, says the *Japan Daily Advertiser*. They are even more annoyed that the discovery of the operations was made by Chief Wilkie of the Federal secret service, located in Washington. At first they refused to believe it possible, and Chief Wilkie had to go to Philadelphia to explain to the guards just how it happened. It took Taylor five months to engrave the plate. He worked in a corner of his cell under a tent made of a blanket. A small lamp and tools a minute press, the whole small enough to put into a side pocket. The bills were put into the hands of Harry Taylor, his brother, for circulation. The first one was given to a bicycle dealer in payment for a machine, and two days later Harry was nabbed by one of Mr. Wilkie's men. Afterwards Arthur confessed the whole plot to Mr. Wilkie. It was the plan to hold up the Government, and by offering to reveal the hiding-place of the plate, secure a reduction of the sentence. Taylor has never been sentenced. He has been in jail about two years, but has been held in reserve in case he is needed as a witness.

## THE ROUND-THE-WORLD WALKER.

It is stated by the *Tokio Asahi* (quoted by the *Japan Herald*) that Mr. G. M. Schilling, round-the-world walker, who recently arrived in Japan and who was enthusiastically received, did not always refrain from availing himself of railway facilities, etc., despite his pledge simply to walk. He has, therefore, practised a deception, and if he claims the reported five thousand dollars reward, he will be guilty of fraud. In support of this contention, it is stated by the *Asahi*, that Mr. Schilling, alighted from a train on the 6th May at the Harada Station in Fukuoka-ken, and it is stated that he did so at this out-of-the-way station in order to conceal the fact of his travelling by rail. It is added that at 5 p.m. on the 17th May, Schilling alighted from the train at Hiroshima, and on the following day he walked to Kaido, and thence took train to Niwase in Okayama-ken, and on the 22nd June at 2.15 p.m. he took a train at Shizuoka, and alighted at the Yokohama station at 8.34 p.m. the same day. The *Asahi* cites many other instances in order to prove that the famous walker never scrupled to make use of railway facilities.

Mr. Schilling "did" some of his distances in phenomenal time. If we remember rightly he was only eight days on the road between Kobe and Yokohama and this, for a journey of some 300 miles—even to a practised "hand" such as Mr. Schilling—is more than phenomenal. A good day's march for an Army in the field is 15 miles. It was a great thing for the Tartar troopers of old mounted on the fleetest of horses to cover a lengthy distance at 40 or 50 miles a day. It is to be feared we have been "taken in" by a bad scilling, although it is somewhat ungracious to bring these little things on the table now when Mr. Schilling is walking from Yokohama to Colombo on a steamer, with his passage paid too!

## NOTANDA.

CALENDAR.

JULY.

Barometer ..... 29.735  
Thermometer ..... 81.6  
Humidity ..... 83.0  
Rainfall ..... 14.210

YESTERDAY.

Barometer ..... 29.85  
Temperature ..... 85  
Humidity ..... 80  
Rainfall ..... 0.32

TO-DAY.

Friday, 19th July, 1901.

Chinese—5th of 6th moon of 27th year of Kwang-shi.

Sun—Rises ..... 5hr. 26min.  
Sets ..... 5hr. 45min.  
High water—Morning ..... 10hr. 50min.  
Afternoon ..... 4hr. 20min.  
Low water—Morning ..... 4hr. 20min.  
Afternoon ..... 5hr. 25min.

ANNIVERSARIES.

1684—Nanking captured by the Imperialists.  
1873—Bishop Wilberforce died.  
1875—Bronze cents first issued in Hongkong.  
1881—Ratification of the new Treaties of Commerce at Peking.  
1891—Typhoon in Hongkong; H.M.S. *Tweed* driven ashore.  
1897—Suicide of Lieut. Heygate of H.M.S. *Albatross* at Shanghai.  
1899—Mr. Danby and party assaulted in the New Territory.

TO-MORROW.

Saturday, 20th July, 1901.

Chinese—5th of 6th moon of 27th year of Kwang-shi.

Sun—Rises ..... 5hr. 27min.  
Sets ..... 5hr. 44min.  
Moon—in Equator 3hr. a.m.  
High water—Morning ..... 10hr. 20min.  
Morning ..... 11hr. 23min.  
Low water—Morning ..... 4hr. 40min.  
Afternoon ..... 5hr. 57min.

ANNIVERSARIES.

1689—Ireland declared independent.  
1863—The s.s. *Hankow* burnt at Canton.  
1868—The Queen Regent of Spain born.  
1887—Loss of the s.s. *Pauline* on the Shantung Promontory.  
1892—The s.s. *Amiga* run into and sunk by the s.s. *Bontam* in Hongkong harbour.  
1897—Sanitary Inspector Howe suspended for receiving bribes.  
1899—Fire at 37 and 38 King Street, Singapore, 342,000 damage.

AGENDA.

TO-MORROW.

(About)—P. & O. Co.'s steamer *Danica* leaves for Shanghai and Japan.  
P. & O. Co.'s steamer *Sunda* leaves for Bombay.  
P. & O. Co.'s steamer *Tientsin* leaves for Shanghai.  
3 p.m.—D. S. & Co.'s steamer *Arratoon Apar* leaves for Singapore, Penang and Calcutta.  
5 p.m.—C. & M. Co.'s steamer *Perla* leaves for Manila.

SUNDAY, 21st.

C. N. Co.'s steamer *Chinkiang* leaves for Hioho and Cebu.  
O. S. K. Co.'s steamer *Daigi Maru* leaves for Tamsui via Swatow and Amoy.

## MONDAY, 22nd.

Cargo ex *Maria Palare* subject to rent.  
Cargo ex *Bingo Maru* subject to rent.

## TUESDAY, 23rd.

4 p.m.—A. L. S. N. Co.'s steamer *Melpomene* leaves for Shanghai.  
5 p.m.—A. L. S. N. Co.'s *Franz Ferdinand* leaves for Yokohama and Kobe.  
5 p.m.—C. M. Co.'s steamer *Perla* leaves for Manila.  
Cargo ex *Tientsin* subject to rent.  
Cargo ex *Banica* subject to rent.

WEDNESDAY, 24th.

O. S. K. Co.'s steamer *Maidzuru Maru* leaves for Amoy and Tamsui via Amoy and Amoy.  
Cargo ex *Coromandel* subject to rent.

## THURSDAY, 25th.

(About)—N. D. L. steamer *Bayern* leaves for Singapore, Penang, and Colombo.  
Cargo ex *Silhana* subject to rent.

## FRIDAY, 26th.

(About)—N. Y. K. steamer *Kanagawa Maru* leaves for Marseilles, London and Antwerp.

## SATURDAY, 27th.

C. N. Co.'s steamer *Tientsin* leaves for Amoy and Tamsui.  
P. & O. Co.'s steamer *Shanghai* will be despatched for London.

## WEDNESDAY, 31st.

O. S. K. Co.'s steamer *Amoy Maru* leaves at daylight for Fuchow via Swatow and Amoy.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

July 9th.

Mr. W. G. Elder, late 3rd engineer, *Taisang*, has been transferred to the *Yikang*.  
Mr. J. Smart, acting 3rd engineer, *Yikang*, has signed off.  
Mr. Thomas Evans, 2nd officer, *Esang*, is transferred to the *Lansang*.  
Mr. G. C. Purnell, late 2nd officer, *Wingsang*, has been transferred to the *Esang*.  
Mr. J. Doughty, from leave, has gone and engineer, *Taisang*.  
Mr. H. Cuthbertson, 2nd engineer, *Taisang*, is awaiting orders.  
Mr. P. H. Cowan, chief officer, *Chungking* is transferred to the *Shengking*.  
Captain P. Garriock, late *Paoting*, is transferred to the *Hoihow*.  
Captain L. Dawson, *Hoihow*, is transferred to the *Kueiyang*.  
Mr. A. McColl, late acting 2nd engineer, *Shang*, is transferred 3rd engineer, *Tamsui*.  
Mr. W. H. Arroll, 3rd engineer, *Tamsui*, is on leave.

July 10th.

Mr. Smallbrook is promoted from 3rd to 2nd officer of the *Haiching*.  
Mr. Daniel has gone 2nd officer of the *Hoihow*.  
Mr. W. S. Burrows is temporarily sailing as 2nd officer of the *Thales*, and then goes chief officer of the *Thales*.  
Mr. R. A. Musgrave is appointed 2nd engineer of the *Thales*.

July 11th.

Mr. E. B. Haver, transferred from the *Hunan* as chief officer to the *Whampoa*.  
Mr. T. Davies is transferred from s.s. *Hoihow* as 2nd officer of the *Whampoa*.

July 13th.

Mr. H. Coughlan, 2nd officer of the *Indrani*, is transferred to the *Indravelli*.  
Mr. Firsh, R.N.R. sails as 2nd officer of the *Indrani*.

July 15th.

Mr. W. S. Burrows is appointed chief officer of the *Haiching*.  
Mr. A. B. Short is 2nd officer of the same steamer.  
Mr. Fairfield 3rd officer same ship.  
Mr. C. H. Walker is transferred as 2nd officer to the *Thales*.

July 17th.

A. H. Macdonald has gone to Manila to join the *Zafra*.  
F. Fairweather, and engineer, s.s. *Diamant*, has resigned.  
C. Clark, 3rd engineer, *Diamant*, is promoted and engineer, s.s. *Diamant*.  
D. M. Wilson, has joined s.s. *Diamant*, as 3rd engineer.  
J. Patterson, 2nd engineer, *Nanshan*, is promoted chief, *Nanshan*.  
W. A. Jamieson, has joined *Nanshan*, as 3rd engineer.  
R. W. Musgrove, has joined s.s. *Thales*, as 2nd engineer.  
Ed Potts, has joined s.s. *Perla*, as 3rd engineer.  
Mr. Allan, Amoy Dock, has resigned.  
John Watson from Saigon Rice mills, has joined Amoy Dock, vice Mr. Allan resigned.  
James Watson, resigned from *Silhana*, has joined Saigon Rice mills, vice John Watson, resigned.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Hongkong Maru*) to-morrow.  
German (*Konig Albert*) 24th instant.  
German (*Bayern*) 24th instant.  
Indian (*Chelidra*) 25th instant.  
American (*China*) 25th instant.  
Canadian (*Empress of China*) 30th instant.  
American (*Doric*) 7th prox.

The J. M. & Co.'s steamer *Chelidra* from Calcutta and the Straits left Singapore for this port on 19th inst., at 6 a.m.

The N. Y. K. Co.'s steamer *Tosa Maru* (American Line) left Shimomoseki for this port on the 18th inst., and is expected to arrive here on the 22nd inst.

The C. M. S. N. Co.'s steamer *Vangtze* from Glasgow and Liverpool, passed the Canal on the 18th inst., and may be considered due at Singapore on or about the 29th inst.

The Imperial German Mail steamer *Konig Albert* carrying the German Mails with dates from Berlin of the 24th ult., left Singapore yesterday at noon and may be expected here on or about Monday, p.m., the 22nd inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

*Utah* ..... at Kowloon Dock.  
*Silhana* .....  
*Y. Sontan* .....  
*Nanshan* .....  
*Sungking* .....  
*Colombia* ..... at Comopolitan.

## Shipping.

## Arrivals.

SUNDA, British steamer, 2,987, E. R. Dowell, R.N.R., 19th July—Shanghai 16th July, Mails and General.—P. & O. S. N. Co.  
HUMBER, British steamer, 1,640, H. J. Davison, 19th July—Wooing 14th July, Naval Stores.—Admiralty.  
KASHING, British steamer, 1,136, R. Sanderson, 19th July—Manila 16th July, Ballast.—Butterfield & Swire.  
DAIJIN MARU, Japanese steamer, 899, T. Ogata, 19th July—Tamsui via Amoy and Swatow 14th July; General.—Mitsui Bussan Kaisha.  
HANOI, French steamer, 768, Mercies, 19th July—Haiphong 17th July, and Hoihow 18th; General.—A. R. Marty.  
ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 19th July—Chinkiang 13th July, General.—E. A. T. Co.  
TAISANG, British steamer, 1,544, Brady, 19th July—Shanghai 14th July, and Swatow 18th; General.—Jardine, Matheson & Co.  
PERLA, British steamer, 1,237, Geo. Baxland, 19th July—Manila 16th July, Ballast.—Shewan, Tomes & Co.  
INDEPENDENT, German steamer, 871, A. Hantz, 19th July—Nevchewang 13th July, Deans, 19th July, Wier & Co.  
DAPINE, British steamer, 1,140, Wm. C. Pakenham, 19th July—Kowloon Practice.

Clearances at the Harbour Office.

*Kogoshima Maru*, Japanese str., for Singapore.  
*Tai-shun*, American str., for Shanghai.  
*La Rhone*, French str., for Canton.  
*Yuen-sang*, British str., for Manila.  
*Kasuga Maru*, Japanese str., for Nagasaki.  
*Lombard*, British str., for Rangoon.  
*Halibut*, British str., for Swatow.  
*Arista*, Austrian str., for Moji.  
*Kanagawa*, British str., for Canton.  
*Silhana*, German str., for Shanghai.  
*Elita Nossack*, German str., for Canton.

Discharges.

July 19, *Coromandel*, British str., for Shanghai.  
July 19, *Eridan*, French str., for Kobe.  
July 19, *Whampoa*, British str., for Amoy.  
July 19, *Choo-fa*, German str., for Bangkok.  
July 19, *Wongkai*, German str., for Peking.  
July 19, *Haikong*, British str., for Swatow.  
July 19, *Fuskuu*, British str., for Canton.  
July 19, *Kasuga Maru*, Jap. str., for Japan.  
July 19, *Yuen-sang*, British str., for Manila.  
July 19, *Macduff*, British str., for Shi-wi-yen.  
July 19, *Indrapura*, British str., for Amoy.  
July 19, *Hinda*, British transport, for Calcutta.  
July 19, *Taisang*, British str., for Canton.

Passengers—Arrived.

Per *Elita Nossack*, from Chinkiang—5 Chinese.  
Per *Daijin Maru*, from Coast Ports—Mr. C. Bell, 20 Chinese and 9 Japanese.  
Per *Sunda*, from Shanghai for London—Messrs. J. A. Hawes and J. A. Murray. For Singapore—Messrs. Fryn. For Hongkong—Messrs. H. Henington, Mr. and Mrs. T. Mitchell, Mr. T. E. Griffith and native servant, Messrs. L. B. Stanley, T. W. Mitchell, and a Chinese Assistant, G. Dietrich, J. Grant Mackenzie and native servant, and J. Gow.  
Yokohama—Mr. G. A. Diss. For Colombo—Miss Burdett Leach. For London—Messrs. F. W. Farr, M. Cavanah, H. Russell, W. Farr, C. W. Brickett and D. W. Gwymer.  
Per *Perla*, from Manila—Mr. and Mrs. Galbraith and child, Mr. and Mrs. Halsey, Messrs. A. Tayson, Bowill, Payo, B. Garcia, L. Menaschi, M. Lirebon, Dr. Bogg, U.S.N., Mr. J. W. O'Brien, Mrs. H. A. Barscomb, and 18 Chinese.

Departed.

Per *Coromandel*, for Shanghai from London—Messrs. E. Cockayne, D. Davis, P. Thomas, and Miss Newton. From Hongkong—Messrs. R. P. Ramsey, R.N. and M. Wilde.  
Per *Kasuga Maru*, for Japan—Messrs. B. Honner, Lo Tek Sin, Crawdace, H. Himmelhoch, Pow Chai, K. Matsumi, M. Tagawa, M. Morita, Kee Chai, G. W. Gale, J. Clarkson, S. Matsuda, M. Lewis Shinde, I. Nakazawa, Misses J. M. C. and F. E. Millar, Crawdace, Jessen



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU J. MacKenzie	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 26th July, at Daylight.
YAWATA MARU A. E. Moses	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.
KINSHU MARU F. J. Horton	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 29th July, at 4 P.M.
TAMBA MARU J. W. Wale	KOBE and YOKOHAMA	FRIDAY, 2nd August, at Daylight.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 18th July, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 24th Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 17th Sept., at Noon.

## THE Twin Screw Steamship

## HONGKONG MARU.

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS to EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 4th July, 1901.

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) and SEATTLE, Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

## THE Steamship

"KAISOW," Tons 3,920. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON &amp; Co., Agents.

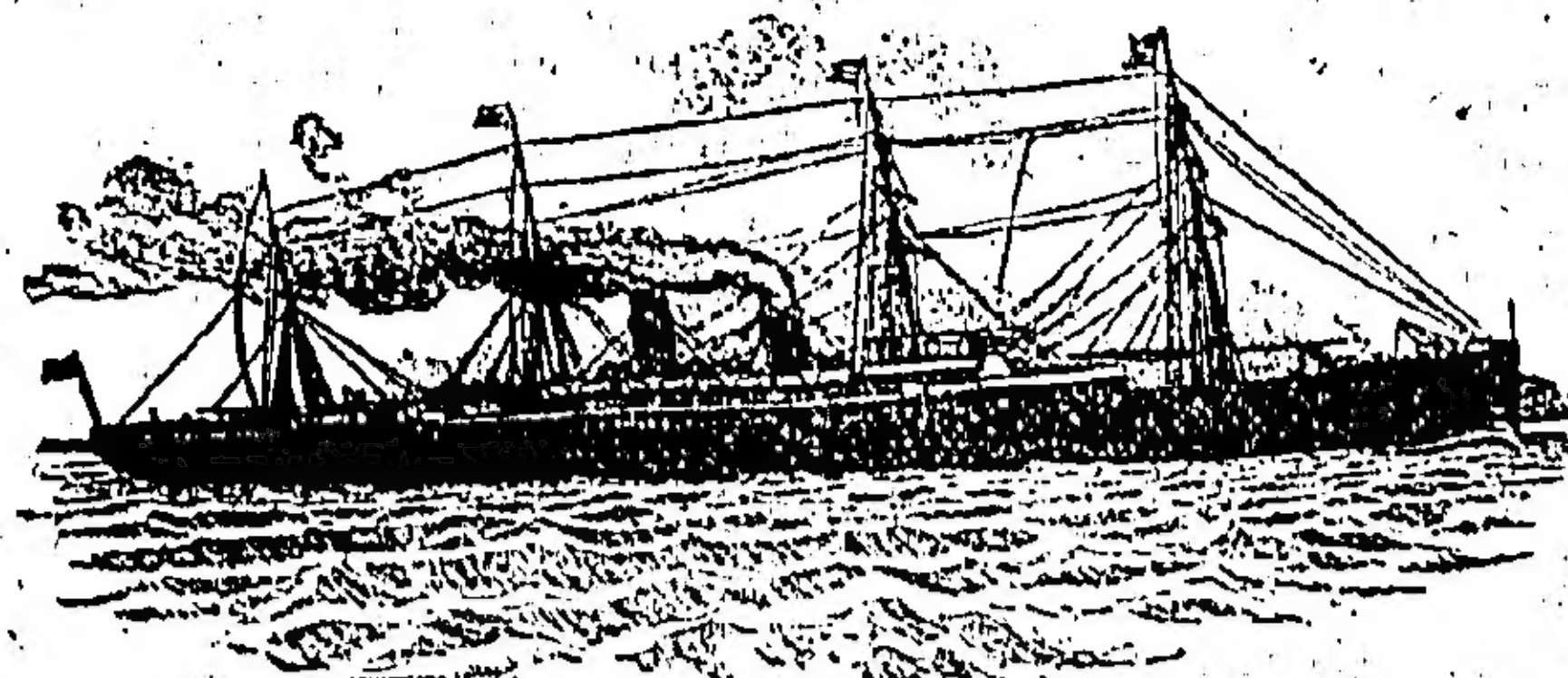
Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901.

[696c]

## Mails.

## U.S. MAIL LINES.



## PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"GALIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.

THE O. & O. Company's Steamship "GALIC," will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS to EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

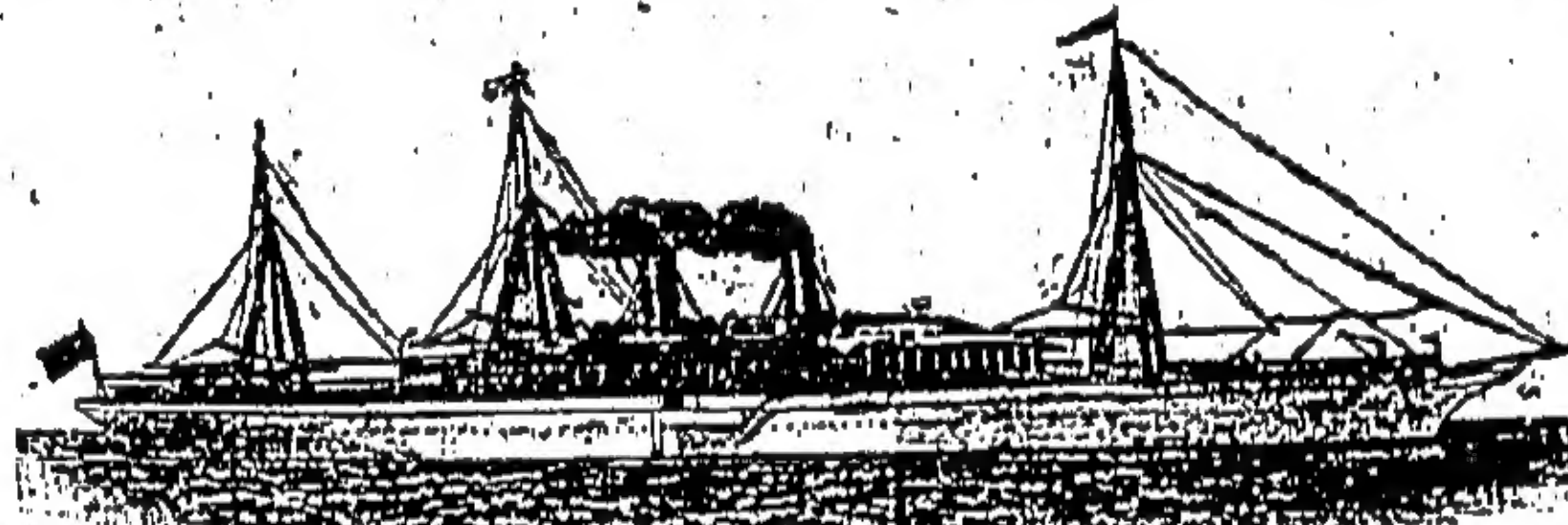
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 19th July, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 28th August.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 17th July, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WUERZBURG	HAVRE and HAMBURG.	23rd July. Freight.
Schneider	(Calling at Singapore and Penang).	
ACILIA	HAVRE, BREMEN and HAMBURG.	9th August. Freight.
v. Dohren	(Calling at Singapore and Colombo).	
ALEXANDRIA	HAVRE and HAMBURG.	2nd Sept. Freight.
	(Calling at Singapore and Penang).	
SIBIRIA	HAVRE and HAMBURG.	10th Sept. Freight and Passengers.
Porcellius	(Calling at Singapore and Colombo).	
ANDALUSIA	HAVRE and HAMBURG.	21st Sept. Freight.
	(Calling at Singapore and Penang).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 19th July, 1901.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI.....	"CHINKIANG"	20th instant.
TIENSIN.....	"NANSHANG"	21st instant.
LOILO and CEBU.....	"KASHING"	22nd instant.
MANILA.....	"TSINA"	24th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TSINAN"	24th instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 19th July, 1901.

## OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL.....	"STENTOR"	23rd July.
"	"IDOMEUS"	23rd August.
"	"ORRIS"	13th August.
"	"AJAX"	25th August.
"	"TYDEUS"	25th August.
"	"PYRRHUS"	4th September.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"ALCINOUS"	23rd July.
"	"DEUCALION"	6th August.
"	"PELEUS"	20th August.
"	"STENTOR"	23rd September.
LIVERPOOL (DIRECT).....	"GLAUCUS"	18th July.
(Taking Cargo at LONDON RATES.)	"PATROCLUS"	15th August.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, O. S. S. Co.

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"ARRATON APCAR," Captain E. Fey, will be despatched for the above Ports, TO-MORROW, the 20th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 16th July, 1901.

[751c]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM TO YOKOHAMA AND KOBE.

## THE Company's Steamship

"FRANZ FERDINAND," Captain Martinovich, will leave for the above places, on TUESDAY, the 23rd instant, at 5 P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 17th July, 1901.

[752c]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

"PERLA," Captain G. T. Blackland, will be despatched as above on TUESDAY, the 23rd instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 17th July, 1901.

[749c]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"AUSTRALIAN," Captain Helms, will be despatched as above on WEDNESDAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1901.

[681c]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR ANPING VIA SWATOW AND AMOY.

## THE Company's Steamship

"MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 24th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th July, 1901.

[226c]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR FOCHOW VIA SWATOW AND AMOY.

## THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 31st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th July, 1901.

[321c]

## SHEWAN, TOMES &amp; CO'S "NEW YORK" LINE.

## FOR NEW YORK VIA SUEZ CANAL.

## THE Steamship

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 15th August.

To be followed by the "S.S. ATAKA," on or about 15th September.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 8th July, 1901.

[177c]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM TO SHANGHAI.

"MELPOMENE," Captain Matcovich, will leave for the above place, on TUESDAY, the 23rd instant, at 4 P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 17th July, 1901.

[756c]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

## IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle.....about Sept. 15

## THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 15th July, 1901.

[750c]

## TO IMPORTERS FROM THE UNITED STATES.

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

## THE Steamship

"KINTUCK," Sails from Seattle about the 12th of July;

"CHINGWO," Sails from Seattle about the 21st of July;

"HYSON," Sails from Seattle about the 21st of August;

"KAISOW," Sails from Seattle about the 24th of August;

"YANGTSE," Sails from Seattle about the 27th of September; and will be followed by the Company's regular sailings.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK.

To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits;

FRANK WATERHOUSE & Co., General Western Agents, SEATTLE; or to

GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 18th July, 1901.

[683c]

## SAILING VESSELS.

## FOR NEW YORK.







